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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY East Germany

REPORT

SUBJECT Reparations Orders in Wismar Shipyards

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1. The Soviet Control Commission has recently ordered the Reparations Office to speed up the delivery of the passenger ships on order for delivery to the USSR. They are now under construction at the Baltic ports. Several of these ships were originally ordered in 1952 for delivery in 1953 but, because of material and labor shortages, were neglected in favor of the merchant ships which were also scheduled for delivery.
2. At the special request of the Russians, the Reparations Office has sent a small group from its Berlin headquarters to make arrangements in the Baltic shipyards for expediting the supply of bottleneck materials especially needed (plate-glass, metal fittings, electrical parts) and for supervising the allocation of extra labor.
3. A group of 1,545 workers has been transferred from other yards and at inland plants and sent to Wismar to assist in the completion of the two pleasure steamers, CHKALOV and MATROSOV. By using this additional labor, it is hoped that the shipyard will be able to deliver the former by the end of the year and the latter early in 1954. The workers include steel plate workers, riveters, borers, mechanics, light metal workers, carpenters, glaziers, plumbers, electricians, painters, and transport workers. Up to 21 November 1953 about 800 of these had arrived.
4. The sumptuousness with which these river steamers are being fitted (they have for example first and second class bars with plush armchairs !) is causing considerable comment among the workmen engaged, and their production rate is suffering as a consequence.
5. The following ships on reparations orders were at VEB Mathias-Thesen-Werft Wismar as of 21 November 1953:

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25 YEAR RE-REVIEW

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC		ORR	EV.		
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Name	Dimensions in Feet			Displacement in metric tons	-2- Progress	Percentage of Completion	
	Length	Width	Draft			Actual 31 October 1953	Expected 30 November 1953 ¹
KALININGRAD	397.5	51.5	26.1	11,562	Work delayed by lack of skilled workers, especially riveters. New boilers to be supplied from the USSR are to be built in; delay in their arrival has also held up progress.	61.8	66
MOZHAIISKI	108.5				Trials set for November. Final delivery to USSR authorities planned for 1 December 1953. There are difficulties with safety valves on boilers and mounting of capstans, but they expected to be overcome.	98	100
LENSOWIET	131.6	59.8	16.6	6,138	Fitted with 2 4,500 PS turbine engines. Work has been delayed by withdrawal of carpenters and fitters to SS CHKALOV, and by lack of materials, especially: chromium-molybdenum tubes and soft-iron bolts. Work on electrical fittings is in arrears.	77.9	81
VORONEZH	238.7	34.7	11.4	2,030	Failure of Schwermaschinenbau Ernst Thaelmann, Magdeburg, to deliver flange pivots and crank-pins has delayed work on main engine. This has prevented ship's going into dock as planned. Repairs below waterline are expected to take 8 weeks.	37.2	45

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Name	Dimensions in Feet			Displacement in metric tons	Progress	Percentage of Completion	
	Length	Width	Draft			Actual on 31 October 1953	Expected on 30 November 1953
VOLOGDA	240.0	34.7	11.4	2,140	Apart from shortage of labor for rust removal and re-painting, progress on this ship is satisfactory.	40.2	46
SESTRORETSK	254.5	34.5	16.9	2,860	Work on this ship has been neglected, and it is not expected to make much progress before March 1954.	24.6	27
KRASSIN					Former German ship, to be refitted as icebreaker. Work so far has been dismantling main engines, internal fittings, etc. 100 new workers are expected in December when work should go faster.	3.2	4
P.B.7					Former German vessel to be refitted as refrigerator ship. Because of the lack of labor, work on rust removal and dismantling of interior has hardly begun.	0.7	1
CHKALOV	315.8	46.9			Work on this vessel, intended for river traffic in USSR, has been accelerated at expense of other ships in Wismar yards. It is intended to deliver it by end of 1953 if possible, but completion is hampered by shortages of plate-glass, electrical and metal fittings of various kinds and in particular, windlasses and rudder parts to be delivered by VEB Clement-Gottwald-Werke, Schwerin.	77.1	89

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Name	Dimensions in Feet			Displacement in metric tons	Progress	Percentage of Completion	
	Length	Width	Draft			Actual on 31 October 1953	Expected on 30 November 1953
MA TROSOV	315.8	46.9			It is planned to launch this vessel (also a river steamer for USSR) before end of November and start her trials before end of year. In an attempt to achieve this, extra workmen are being drafted, making total of 707 working on this ship alone. The Amt. fuer Reparationen is actively engaged on investigating delayed deliveries of fittings, castings, etc.	48.3	63
not yet named	315.8	46.9			In dock; intended for delivery in 1954.	-	-
not yet named	315.8	46.9			New construction not yet begun.	-	-
not yet named	315.8	46.9			"	-	-
not yet named	315.8	46.9			"	-	-

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6. The following is a list of leading personalities in Wismar shipyards as of 21 November 1953:

Soviet Control Commission

Construction supervisor (Russian)	Ivuz
Assistants (German)	Assmann Borchers
<u>Reparations Office</u>	Wenzel Schmidt

German Shipyard Personnel

Director	Roesse
Technical director	Ternka
Works manager	Stender
Labor supervisor	Hehl
Commercial director	Mehnert
i/c "Kultur"	Sibbe
Engineers	Borschdorf Draempaehl Kosok Novotny
Production	quality controller construction supervisor chief engineer engineering office electrical installations technologist production control pipelines supply services new constructions
Planning	Kriegel Hildebrandt Batke Baranowski Willner Langermann Graef Wolter Muensner Grotheer Stangneth Hartig

Comment: The figures in this column represent what is anticipated will actually be completed by 30 November 1953 and not the "Soll" figure which is in each case higher, sometimes much higher.

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